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Message Text

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ORIGIN AF-10

INFO OCT-01 ISO-00 CAB-02 EB-08 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 /034 R

DRAFTED BY AF/W:RJKOTT:LMG
APPROVED BY EB/OA/AW:RABROWN
AF/W:DBEASUM
CAB:MPETT
----------069404 212223Z /12
O 212158Z AUG 78
FM SECSTATE WASHDC
TO AMEMBASSY LAGOS IMMEDIATE

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TO CHARGE FROM AMBASSADOR EASUM AND EB/OA

E.O. 11652: N/A

TAGS: EAIR, NI

SUBJECT: PAN AMERICAN AIRWAYS (PAA)

REF: A) LAGOS 9462; B) LAGOS 8983

1. AFTER DISCUSSION WITH OFFICIALS OF PAA, CAB, AND DEPARTMENT, I AM PERSUADED THAT YOU SHOULD SEEK APPOINTMENT WITH PERMSEC CIVAIR AND MAKE FOLLOWING POINTS:

A) AT MY LAST MEETING WITH PERMSEC (JULY 20, REFTEL B), I SOUGHT HIS ADVICE ON HOW PRESENT PAA/WT IMPASSE MIGHT BE OVERCOME. HE AGREED THAT WE ARRANGE MEETING BETWEEN PAA AND WT. THIS MEETING WAS HELD IN LAGOS JULY 28 (REF A) BUT THE RESULTS, ACCORDING TO PAA, WERE DISAPPOINTING. WT DID NOT APPEAR TO UNDERSTAND
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OR APPRECIATE THAT PAA WAS MAKING A GENUINE ATTEMPT TO BE OF ASSISTANCE TO BOLSTER WT SERVICE TO NEW YORK CONSISTENT WITH US LAW. FURTHERMORE, WT CLAIMED THAT PAA PLACED CONSTRAINTS UPON SUCCESSFUL WT OPERATION BETWEEN NY AND LAGOS BUT REFUSED TO DEFINE AND ELABORATE ON THESE CONSTRAINTS (PARA 4, REF A).

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B) PAN AM STILL NEEDS TO INTRODUCE 4TH 707 FREQUENCY TO LAGOS (TO RELIEVE DEMAND ON EXISTING CAPACITY) AS IT PROPOSED DURING RECENT BILATERAL AVIATION NEGO-

TIATIONS (IN THIS REGARD YOU MAY REFER TO THE "SPIRIT" OF THE NEGOTIATIONS IN WHICH THE US SIDE WAS CONVINCED OF THE ACCEPTABILITY TO THE FMG OF PAA'S INTRODUCING A 4TH 707 FREQUENCY, ONCE WT BEGAN ITS NEW YORK OPERA-TIONS).

C) PAA IS MOST EAGER TO BEGIN THRICE WEEKLY 747 SERVICE TO AFRICA. IT HAD HOPED TO BEGIN THIS SERVICE THIS YEAR BUT NOW ACCEPTS THAT IT WILL NOT BE ABLE TO DO SO UNTIL THE NEW LAGOS INTERNATIONAL AIRPORT BECOMES OPERABLE (PRESUMABLY IN APRIL 1978). PAA NEEDS, FOR PLANNING AND OTHER PRACTICAL PURPOSES, WRITTEN ASSURANCES NO LATER THAN NOVEMBER THAT, ASSUMING THE NEW AIRPORT FACILITIES WILL PERMIT WIDE-BODIES OPERATIONS, THERE WILL BE NO OTHER CONSTRAINTS (E.G., OBJECTIONS FROM WT) THAT WOULD INHIBIT THE SERVICE.

2) YOU SHOULD PROVIDE SUBSTANCE OF PARA ONE TO MEA IN NOTE ASKING FOR APPOINTMENT WITH CIVAIR PERMSEC.

3) WE RECOGNIZE THAT CIVAIR MAY BE RELUCTANT TO PROVIDE SUCH ASSURANCES ABSENT A HIGHER DEGREE OF MUTUAL AGREE-
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MENT BETWEEN THE TWO AIRLINES THAN SEEMS TO HAVE ISSUED FROM THEIR MOST RECENT CONVERSATIONS. YOU MAY WISH TO SUGGEST THAT PAA WOULD BE WILLING TO MEET ONCE AGAIN WITH WT PROVIDED THE MINISTRY CAN ASSURE US THAT WT APPROACHES SUCH TALKS WITH A GREATER SPIRIT OF FLEXI-BILITY AND INTEREST AND THAT MINISTRY WILL BE A PARTICIPANT IN SUCH TALKS.

4. I BELIEVE THERE MAY BE MERIT IN CONSULTING ON THIS MATTER WITH ALHAJI ABUBAKAR OF INDUSTRIES, PRIOR TO SENDING NOTE TO MEA, SEEKING HIS ADVICE ON WHAT WE ARE PROPOSING TO DO AND INDICATING TO HIM THAT WE BELIEVE THIS MATTER IS PROPERLY A PART OF THE OVERALL BILATERAL ECONOMIC DIALOGUE. SHOULD ALHAJI ADVISE OTHERWISE, HOLD BACK ON NOTE TO MEA AND REPORT RESULTS TO DEPARTMENT.

CHRISTOPHER

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NNN

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Message Attributes

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